

The Hongkong Telegraph.

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號五廿月一十年元統宣

THURSDAY, JANUARY 6, 1910.

四拜禮

號六月正英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Stalling.....
£1,500,000 at 2 1/2%—\$15,000,000
Silver.....\$15,250,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Bannock, Esq.
H. G. Barrett, Esq.
U. S. Gubbay, Esq.
O. R. Lenzmann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent per Annum.
For 6 months, 3 1/2 per Cent per Annum.
For 12 months, 4 1/2 per Cent per Annum.
J. R. M. SMITH,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,500,000
RESERVE FUND.....£1,175,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent per Annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. OHEFOO.
Kobe. TIEN-TSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTON.
SAN FRANCISCO. HIOANG.
HONOLULU. LUKDEN.
HONOLULU. TIE-LING.
SHANGHAI. OHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 4 per Cent per Annum on the Daily Balances.
On fixed deposit:—
For 3 months.....2 1/2 per Cent.
For 6 months.....3 1/2 per Cent.
For 12 months.....4 1/2 per Cent.

TAKAO TAKAMICHI,

Manager.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Tsingtau. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank fuer Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne.
Frankfurt.
Jacob S. H. Stern.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3 PER CENT per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, to be placed on FIXED DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. (21)

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,000,000
ABOUT MEX \$7,250,000
RESERVE FUND.....GOLD \$5,000,000
ABOUT MEX \$7,250,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THE NEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, including Money in Current Account at the rate of 2 1/2 per Cent on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per Cent per annum.
For 6 months 3 1/2 per Cent per annum.
For 3 months 2 1/2 per Cent per annum.

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. (19)

Intimations.

CHINA MUTUAL LIFE INSURANCE CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
O. Stepharib, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Act, England.

Insurance in Force.....\$34,054,153.00
Assets.....7,114,490.08
Income for Year.....3,073,834.81
Total Security to Policyholders.....7,885,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAFE, Esq., Canton, Macao and District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. (810)

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.00 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 10 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT GARE.

8.45 p.m. and 9 p.m. 9.45 p.m. to 12.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 p.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.00 a.m. to 12.00 noon ...Every 15 minutes.
12.00 noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.
8.00 p.m. to 9.00 p.m. ...Every 15 minutes.

NIGHT GARE as on Week Days.

SATURDAYS.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO-SAIL ON	REMARKS.
SHANGHAI	{ DEVANHA Capt. H. Powell	9 A.M. 7th Jan.	Freight and Passage.
LONDON, &c., via usual Ports	{ DELHI Capt. G. W. Gordon, R.N.R.	Noon 8th Jan.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ SICILIA Capt. C. H. Watkins, R.N.R.	About 12th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	{ NYANZA Capt. H. S. Bradshaw	About 15th Jan.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent

P. & O. S. N. Co.'s Office,
Hongkong, 6th January, 1910.

Intimations.

CHEAPEST PAINT IN THE WORLD FOR ALL PURPOSES.

IN USE BY THE LARGEST STEAMSHIP COMPANIES, RAILWAY COMPANIES AND GAS COMPANIES.

THOMPSON'S "EMISSARY"

ELASTIC NON-POISONOUS PAINTS

FOR THE PRESERVATION OF STONE, BRICK, WOOD AND METAL STRUCTURES.

One Cwt. Emissary Powder mixed with 12 Jills of Boiled Linseed Oil will cover 17,000 superficial feet, while one cwt. of red or white lead will make paint to cover 3,000 superficial feet.

LANE, CRAWFORD & CO. (81)

WHISKIES

SCOTCH.



Fine Old Glenlivet.
'Very Old Highland' Blend.
Robert Macdonald.
Monarch of the Glen.
Rare Old Blend.
'Wayfoong' Blend.
Extra Special Finest Liqueur.
'Polo' (bottled at Home).
O. D. S. (very choice).
V. O. S. (old matured).
Feminine, great age (very fine).

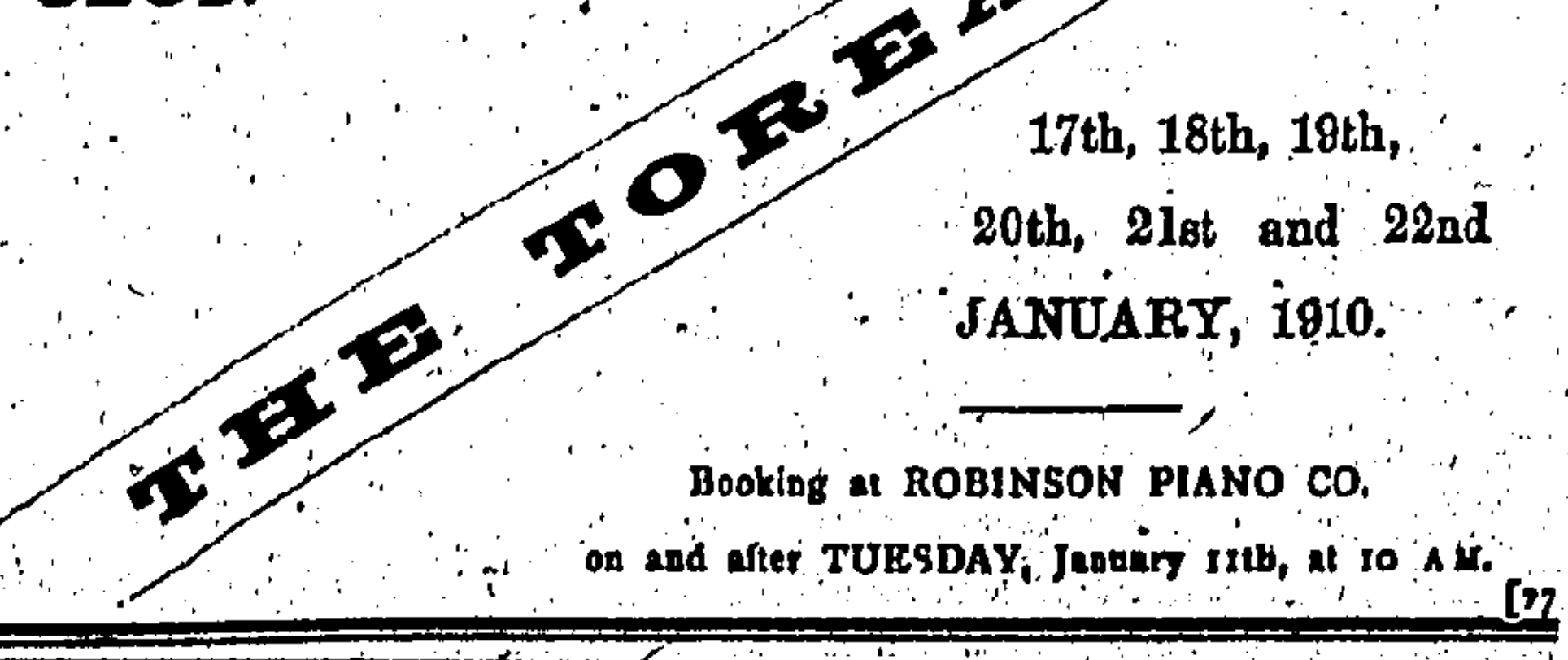
Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

Wine & Spirit Merchants.

Hongkong, 1st December, 1909. (83)

HONGKONG AMATEUR DRAMATIC CLUB.



17th, 18th, 19th,
20th, 21st and 22nd
JANUARY, 1910.

Booking at ROBINSON PIANO CO.

on and after TUESDAY, January 11th, at 10 A.M.

Hotels.

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 10th Jan. (17)

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 3rd January.	THURSDAY, 6th January.	MONDAY, 3rd January.	THURSDAY, 6th January.
8.00 A.M. HONAM	8.00 A.M. FATSHAN	8.00 A.M. HONAM	8.00 A.M. FATSHAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 4th January.	FRIDAY, 7th January.	TUESDAY, 4th January.	FRIDAY, 7th January.
8.00 A.M. KINSHAN	8.00 A.M. HONAM	8.00 A.M. KINSHAN	8.00 A.M. HONAM
10.00 P.M. HONAM	5.15 P.M. FATSHAN	10.00 P.M. HONAM	5.15 P.M. FATSHAN
WEDNESDAY, 5th January.	SATURDAY, 8th January.	WEDNESDAY, 5th January.	SATURDAY, 8th January.
8.00 A.M. FATSHAN	8.00 A.M. KINSHAN	8.00 A.M. FATSHAN	8.00 A.M. KINSHAN
10.00 P.M. KINSHAN	5.15 P.M. HONAM	10.00 P.M. KINSHAN	5.15 P.M. HONAM
THURSDAY, 6th January.	SUNDAY, 9th January.	THURSDAY, 6th January.	SUNDAY, 9th January.
8.00 A.M. HONAM	8.00 A.M. KINSHAN	8.00 A.M. HONAM	8.00 A.M. KINSHAN
10.00 P.M. KINSHAN	5.15 P.M. HONAM	10.00 P.M. KINSHAN	5.15 P.M. HONAM

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wharf, Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 9th JANUARY, 1910.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK WHARF at 9 A.M.
Departure from Macao at 5 P.M.
Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 560 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Samsui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Place. (8)

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. (93)

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMENTHAL,

Manager.

Telephone 791. Telegrams "Astor." (84)

BEST BRANDS OF LIQUORS.

MEALS A LA CARTE AT ALL HOURS.

DINING ROOMS CAN BE RESERVED.

BOARD and RESIDENCE at MODERATE RATES.

BELLE VIEW HOTEL

Telephone No. 107.

TEA and REFRESHMENTS served on the Lawn or Verandah.

W. M. WING,

Manager. (85)

Stalls.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
VOKOHAMA and KOBE	"COBLENZ" Capt. H. Raegenner	About SATURDAY, 8th January.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BULOW" F. Prosch	WEDNESDAY, 12th January, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About WEDNESDAY, 12th January.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegenner	FRIDAY, 28th January, Daylight.
KUAT and SANDAKAN	"BOHNE" Capt. F. Sembill	End of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd January, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, TOURANE	"Bourgeois"	Bourgeois	17th Jan., P.M.
MARSEILLES, VIA PORTS	"Océanien"	Sellier	18th Jan., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	"Armand Béhic"	Guionnet	31st Jan., P.M.
MARSEILLES, VIA PORTS	"NERA"	Martin	1st Feb., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 4th January, 1910.

Intimations.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON. GALLUTTA. SHANGHAI.
John Street, Bedford Row, W.C. 60, Broad Street 66, Nanjing Road

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incident to the wear and tear and hectic of modern life. It contains the most potent and effective ingredients for the repair of the brain and nerves, and for the restoration of the vitality and strength of the system. It is a most valuable and reliable remedy for all cases of nervous debility, and for all the symptoms and signs of a weak and exhausted nervous system. It is a most valuable and reliable remedy for all the symptoms and signs of a weak and exhausted nervous system. It is a most valuable and reliable remedy for all the symptoms and signs of a weak and exhausted nervous system.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it penetrates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and restoring the blood to its normal state. It is a most valuable and reliable remedy for all cases of blood impurity, and for all the symptoms and signs of a weak and exhausted nervous system. It is a most valuable and reliable remedy for all the symptoms and signs of a weak and exhausted nervous system. It is a most valuable and reliable remedy for all the symptoms and signs of a weak and exhausted nervous system.

Agents for India—T. R. S. AND CO., LTD., BOMBAY, SYDNEY, and POONA.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 878, 808, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebert, Rottis, A. J. and Watkins.

Yokohama, April 28th, 1903.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SOOTH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT

REASONABLE PRICES

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

REGRET

You will NEVER if you
VISIT

MOHIDEEN & THAHA,

in
D'AGUILAR STREET,

the
NEW JEWELLERS

AND DEALERS
in

CEYLON PRECIOUS

STONES
or every description, and
other GEMS.

Hongkong, 11th January, 1910.

To Let.

TO LET.

GODDONS in MARSON LANE between
Wyndham and Zetland Streets lately
vacated by Messrs. Barretto and Co. suitable
for Clockmaking shop or storage.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 5th January, 1910.

To Let

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL,
One Godown.
IN No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31,
WYNDHAM STREET.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 18th November, 1909.

TO LET.

GODOWN, No. 4, Pr. Va., Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22nd October, 1909.

TO LET FURNISHED.

"TANTALLON," 125A, Barker Road.
Rent \$25.00 per month. Seen by
appointment only.
Apply to—
GODDARD & DOUGLAS.
Hongkong, 8th December, 1909.

TO LET.

No. 3, MORRISON HILL. Immediate
entry.
Apply—
Messrs. JARDINE, MATHESON
& Co., Ltd.
Hongkong, 9th December, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.
No. 5, CLIFTON GARDENS, CONDUIT
ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODDONS in PRAYA EAST, BLUE
BUILDINGS, and No. 16B, DES VŒUX
ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL,
1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th November, 1909.

TO LET.

GODOWN No. 14, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 11th January, 1910.

TO LET.

OFFICES and ROOMS on the 2nd
Floor of No. 11, Des Vœux Road
Central (formerly occupied by Messrs. Shaw,
Tomes & Co.).
Apply to—
THE COMPASS ROPE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October,
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

POLAR WIT.

HUMORISTS' LIBERTIES WITH SOME
WELL-KNOWN PEOPLE.

If the dash for the Poles has done nothing more, it has provided us with a hearty laugh, for it has inspired the authors of "Widom While You Wait" with an excuse for a new volume—"Farthest from the Truth: A Series of Dashes" (Pitman and Sons, 1s. net).

The book consists of 13 dashes—"The Dash for England," "The Dash for the English Dips," "The Dash for Brevity," and so on.

In the "Dash for Self-Denial" some well-known folk are pilloried—all winners in the race, apparently.

Sir Herbert Tree gives up his title to Mr. George Alexander.

Mr. George Alexander, who is nothing if not chivalrous, assumes the middle name of Beerbohm.

Mr. Leonard Shaw avoids Mr. Hall Caine.

Mr. F. E. Smith, K.C., spends a day in Selfridge's Silence Room.

Miss Marie Corelli reads "The White Prophet."

Mr. Eustace Miles eats a Porterhouse steak.

Lady Cardigan buys a blue pencil.

The craze for "bovillising" the world's great books has led the authors to suggest that the titles, too, might be brought up to date in the same bustling spirit, as, for instance:

"Robert Elsmere"—Dubious Bob.

"David Grieve"—Dismal Davy.

"The Marriage of William Ashe"—Bill's Bloomer.

"ELLIS DEE."

"Our One-Eyed Calendar" also contains some good things:

Wednesday—Mr. Bernard Shaw contributes autobiographical preface to new edition of Miss Marie Corelli's novel, "God's Good Man."

Thursday—Signor Mascagni is publicly naturalised at the Queen's Hall, and changes his name to Mr. Baker Rolis.

Wednesday—Mr. Granville Barker appears in a play as Johann Sebastian Bach. The German Emperor issues an edict that the Leipzig Cantor shall in future be known as John Sebastian Ellis Barker.

REFUGEE FOR DREADFULS.

Some of the advertisement pages provide amusing reading. One which all violent opponents of the Budget should study reads thus:

DEPATRIATION AND C MPORT.

Why live expensively in England when you can live cheaply in France, and watch England drift to ruin?

The coast of Normandy and Brittany is dotted with little old-world towns and villages where English people who have a grudge against their own country, or are more easy out of it, or are in fear of invasion, may secure easy pension terms, with all the luxury that accompanies economising in a foreign land.

Another is very timely:

TO REDUCED DUKES.

Cheap Maisonnets in lively Balham, suitable for decayed Nobility (as let to the Countess Rait)—Two reception rooms, three bedrooms, bath (b. and c.). Healthy neighbourhood. Old-world peace in new Suburb surroundings. Church, Conservative Club, and Free Library.

Mr. George Morrow's pictures are very funny. "The Dash for Defence"—a portrait of Mr. G. K. Chesterton as a Boy Scout—is delightful.

For Sale.

FOR SALE

AT

GRACA & CO'S
STORE,

27, DES VŒUX ROAD CENTRAL.

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR

CARDS.

ALBUMS.

CHILDREN'S MAIL CARTS,

AND

A Variety of Articles suitable
for

CHRISTMAS.

INSPECTION INVITED.

GRACA & CO.,

27, DES VŒUX ROAD CENTRAL.

1910 (1st Year)

WEATHER-FORCAST AND
STORM-WARNINGS, ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.
2. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.
3. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. 111. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Sha Tan Koi.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Flag House.

F. G. FINE, Director.

Intimation.

Powell's

NEW FABRICS

IN

ENDLESS VARIETY

FOR

WINTER CURTAINS

PORTIERES.

WINDOW DRAPERIES.

MANTEL DRAPERIES.

CASEMENT BLINDS.

CUSHIONS AND RECOVERING FURNITURE.

SHOW ROOMS FIRST FLOOR

ALEXANDRA BUILDINGS.

POWELL'S

Hongkong, 24th December, 1909.

Notices of Firms.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Réunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building, No. 4).

CHARGEURS REUNIS.

P. A. LAPICQUE & CO., Agents.

MESSAGERIES MARITIMES.

P. THOMAS, Agent.

Hongkong, 29th December, 1909. (86)

NOTICE.

MR. COLIN CUNINGHAM SCOTT is admitted a Partner in our Firm from this date.

BUTTERFIELD & SWIRE.

Hongkong, China and Japan.

Hongkong, 1st January, 1910. (65)

NOTICE.

MR. ERNST OSCAR RUDOLPH VOLLBRECHT is admitted a Partner in our Firm from this date.

MACGEWEN FRICKEL & CO.

Hongkong, 1st January, 1910. (67)

NOTICE.

MR. ERNST VOLLBRECHT, having left our employ, ceases to Sign per procura from this date.

F. BLACKHEAD & CO.

Hongkong, 1st January, 1910. (68)

Public Company

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Office of Messrs. SHEWAN, TOMES & CO., Victoria, Hongkong, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the subjoined resolution which was passed by the requisite majority at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be before the Special Resolution is passed be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the Holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purpose of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority of not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution as an Extraordinary Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies Act, 1900, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective. Dated the 31st day of December, 1909.

By Order,

SHEWAN, TOMES & CO., General Managers.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask

ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 17th August, 1909.

"BEASTS AND MEN."

A LIFE WITH WILD ANIMALS.

It would be difficult to find a type of book more certain to interest readers of all classes and ages than the personal experiences of an animal dealer and trainer. It is to this class that "Beasts and Men," an abridged translation of the famous Carl Hagenbeck's experiences for half a century among wild animals, belongs.

No man living has a greater knowledge or a wider experience of wild animals than has the author of this book. Born in 1844, he was brought early into contact with animals; and from exhibiting a few seals in his early youth at Hamburg has extended his work with great success, until now he possesses at Stellingen Park one of the finest collections of animals extant.

When he first started his trade in wild animals, so little was known of them that, he states, when travelling with creatures no stranger than seals, showmen were able to delude the unsophisticated people of Germany into the belief that these creatures were anything, from waitresses to mermaids.

While still a boy, Mr. Hagenbeck was introduced to the dangers and difficulties attending the calling which he chose of his own free will. On one occasion, while transporting a miniature menagerie of various animals across Haccover from Bremerhaven to Hamburg, a large racoon escaped in the night from its cage. Nothing was heard of the animal until two years later, when it was noised abroad that a racoon had been killed on Lüneburger Heath, and there was naturally much speculation as to how it came to be living wild in Germany. Needless to say, those who knew observed a discreet silence.

METHODS OF CAPTURE.

Among the most interesting pages in this work are those dealing with the trapping of wild beasts. A method adopted alike in catching elephants, giraffes, antelopes, and other species is to surprise a herd and give chase until the young lagging behind, can be isolated from their parents.

The capture of baboons, however, necessitates more elaborate preparations. All their drinking pools, except one, are filled in, thus forcing the whole congregation of baboons to quench their thirst at the same place; and various means are adopted to entice as many as possible to assemble at the pool. This is Mr. Hagenbeck's account of the procedure:—

When by these treacherous means thorough confidence had been established with the baboons, the time comes for setting traps, which are to make them still more our guests and eventually also emigrants. The trap is a fairly simple contrivance. When it has been completed it has to be conveyed to its proper situation in the neighbourhood of the drinking-pool. Here one side of it is left open, being propped up with a strong stick; and the baboons are gradually inveigled into it by leaving dours inside.

At night a long cord is attached to the pole which keeps the trap open. It is carried along buried loosely in the sand, until the other end reaches a hiding-place, whence a good view of the cage can be obtained. A blaring roudy sun drives the thirsty baboons down to their drinking hole. Some of the biggest males, who have already secured a monopoly of the dours enter the trap and commence their feast. The hunter awaits his opportunity: it soon comes; a tug on the cord the trap closes with a bang and the great baboons are fairly caught.

When the hunting expedition has obtained all the animals and beasts required, the most trying part of the business—the procession to the nearest port through jungle and desert—begins. Owing to the tender age of the majority of the captives, and to the difficulty of obtaining proper nourishment, it is seldom that more than one-half of the original stock of beast ever reach their destination alive.

THE GLUTTONY OF SNAKES.

Here is an instance of what Mr. Hagenbeck calls the "mechanical gluttony of snakes." A short time ago I gave one of my Borneo giants a Chinese dwarf hog weighing fully fifty pounds, and this was demolished by the serpent in three-quarters of an hour.

Another reptile, a week after making away with a goat weighing thirty-one pounds, and a buck of forty-three pounds, was given a Siberian goat weighing fifty-two pounds, of which he also made short work. On another occasion a snake devoured a goat weighing ninety-three pounds in about an hour and a half.

The following authentic account of an actual termination to a snake fight is well worth quoting:—

About ten years ago (says the writer) I gave a rabbit to a couple of yellow pythons, one 9 feet and the other 7 feet long. The next morning I found that the 9-foot python had swallowed not only the rabbit, but the 7-foot python as well. From later observation I infer that both snakes must have attacked the rabbit at the same time, one at the head and the other at the tail.

On the other hand, there is a record left by the late Dr. Westermann, of the Zoological Gardens at Amsterdam, of a snake which ate nothing for two years, and then began to take food quite cheerfully again, and lived for many years afterwards. Mr. Hagenbeck had a similar experience, but in this case the snake succumbed while endeavouring to swallow a pigeon.

A NARROW ESCAPE.

It would be impossible to spend a lifetime among wild animals without having numerous escapes, and Mr. Hagenbeck's experience has been no exception. On one occasion he was left with a great elephant and an assistant in a railway van. His own description of what happened is as follows:—

I paid no attention to the animal, but went on with my work. Suddenly I received a terrific blow from behind, and saw two tusks gleaming on either side of me. I realised in a flash that the elephant was trying to impale me against the wall. Luckily (as you may imagine) I was not there. The elephant had made a bad shot; his tusks had

gone through both coat and waistcoat on either side of my body; had they been a couple of inches either to the right or the left he would have pierced me through and through, and there would have been an end of Carl Hagenbeck.

Most animals, it appears, have a taste for alcohol, and its effect upon them is very similar to that upon man. One elephant, having been given rum for the colic, grew quite hilarious, and, having challenged a more sober neighbour to a duel, went on to disturb the menagerie generally. There was but one cure. He was allowed a huge poll at the grog, became completely drunk, and fell quietly asleep.

The book is a history of animal training and dealing, on humane lines, during the last half-century, well studied with interesting personal experiences. There are ninety-nine photographic illustrations and also a fine portrait of the author. The volume is published by Messrs. Longmans.

Consignees.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of January, at 9.30 A.M.

All Claims must reach us before the 13th of January, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO
Ex S.S. *Therapia* from Smyrna.

Transhipped at Naples.
NORDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.

Hongkong, 30th December, 1909. (7)

FROM EUROPE.

THE H. A. L. Steamship

"BRASILIA."

Captain Filler, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 4th January, 1910. (74)

S.S. "NERA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex a.s. *Dordogne*, from Havre ex a.s. *Dordogne*, and from Bordeaux ex a.s. *P. Le Roy* and *Ville de Cotte*, in connection with above Steamer are hereby informed that their Goods will be being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after TUESDAY, the 11th January, 1910, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th January or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 11th January, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 4th January, 1910. (11)

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$5 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messengers. Post subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by post—Additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, 10 cents. Weekly, 20 cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary Subscribers as heretofore.

By Order, THE MANAGER,
Hongkong Telegraph Co., Ltd.
No. 10, Des Voeux Road, Hongkong.

Intimations.

YOU WILL NOT be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION.

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod-livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes; Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents.

Hongkong, 13th December, 1909. (40)

BIBLIOTHECA LUSITANA.
Amalgamada com a
BIBLIOTHECA PORTUGUEZA,
Fundada em 27 de Junho de 1857.

ANNUNCIO.

NA Assembleia Geral que se verificou em 23 de dezembro de 1909, decidio-se unanimemente que esta Bibliotheca reassumisse a sua denominação primitiva, e que, a contar de 1 de janeiro de 1910, seria conhecida com o nome de

"BIBLIOTHECA PORTUGUEZA DE HONGKONG."

As contas da Bibliotheca Lusitana serão liquidadas, e as dividas cobradas, pela Bibliotheca Portuguesa.

Qualquer correspondência, ou outros communicados, deverão ser dirigidos ao Secretario, O Presidente,

JOAO CARLATO DA CUNHA,
Hongkong, 1 de janeiro de 1910. (69)

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,350,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS
ATTORNEY, &c.

Ordertakers and Executors.
SHEWAN, TOMES & CO.
General Managers.

Hongkong, 19th March, 1908. (41)

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 30, DES VOUEX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Y. C. Y. Club, Messrs. A. S. Watson & Co., Messrs. J. L. & J. B. Watson & Co., and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 4th August, 1908.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on SATURDAY,

the 8th January, 1910, at 2.30 P.M., at their Sales Room, No. 3, Des Voeux Road, corner of Ice House Street.

SUNDAY VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
SILK TAPESTRY-COVERED DRAWING ROOMS SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, BOOKCASES, TEAKWOOD SIDEBOARDS and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP DRESSING TABLE and WASHSTAND with BEVELLED GLASS, HATSTAND Double and Single BRASS-MOUNTED BEDSTRADES with WIRE and RATTAN MATTRESSES, CARPETS, GLASS, CROCKERY and E.P. WARE, CANTON CARVED BLACKWOOD WARE, BRASS and IRON FENDERS, COOKING STOVE and UTENSILS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th January, 1910. (76)

Intimations.

NOTICE.

THE ANNUAL MEETING OF THE HONGKONG BENEVOLENT SOCIETY will be held in the CITY HALL on TUESDAY, January 11th, at 5.15 P.M.
Hongkong, 5th January, 1910. (79)

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, and floor.

Hongkong, 3rd January, 1910. (71)

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years Old5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE.

Advertisement.



A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water.

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

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BIRTH.

On December 21, 1909, at Shanghai, to Mr. and Mrs. P. Müller, two daughters.

On December 26, 1909, at Shanghai, Mrs. M. W. Loebell, of a son.

On Tuesday, December 28, 1909, at Shanghai, the wife of H. Herlison, of a son.

On December 30, 1909, at Shanghai, to Mr. and Mrs. Paul Jourdan, a son, Edouard Paul.

On December 30, 1909, at Shanghai, to Mr. and Mrs. Ruiton Vico, a son.

On December 30, 1909, at Shanghai, the wife of F. A. Sampson, of a daughter.

DEATH.

Dec. 3, at London, Jean Jardine, daughter of D. Landale, aged 11 months.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 6, 1910.

RAILWAYS RECORDED AS PUBLIC NOISANCES.

It is well that we should be reminded now and then of the vast possibilities of the Chinese railways, apart from their potential commercial value and use for intercommunication purposes. We are always too apt to regard the railway system of China, which is spreading out in all directions, and busy-

combing the land with local lines which one day will be linked up with main trunks, as a purely business enterprise on the part of a number of foreign and Chinese speculators and because a number of Chinese in various provinces have shown strong opposition to the construction of lines through their district we have not infrequently characterised them as Rip Van Winkles, ancestral dotards, reactionaries and so forth. We have seen it stated that the people of Hupeh and Hunan refused to subscribe to the railway fund because they were soulless ignoramuses, who had no sense of what progress meant, or development or education, but who were desirous of keeping themselves shut off from the world to that they might remain the little tin gods of their villages. Of course, a hasty generalisation is not always to be despised, but in this case might there not be something more in the attitude of those who are against the railway schemes root and branch? Might they not have a lower ideal in their opposition than the plea of China for the Chinese, expel the foreigner, down with foreign loans and foreign interference, and such-like parrot cries? The idea that we may have been aiming altogether too high in trying to discover the real secret of provincial objections to the railway proposals is suggested by Mr. Pope, the general manager of the Shanghai-Nanking railway, in a speech delivered at a banquet given in Shanghai in honour of His Excellency Shen Yun-pei, the vice-president of the Ministry of Posts and Communications. Is the railway regarded by those Chinese who have never seen a railway in all their days as a public nuisance encumbering the ground or a public benefaction which is to uplift the people and expand the resources of the country? That is the point which Mr. Pope put, that a railway should be a "public convenience and not a public nuisance." But then, we ask ourselves, what do the Chinese gentry living on their private means away from the haunts of men so to speak, away from the live, up-to-date, daily vernacular press, away from all that makes life worth living to the active man of the world, what do they know about railways, whether they are public nuisances or public conveniences? We certainly do know that the first railways in England were regarded as visitations of the devil; abuse undisciplined was heaped on the fiery monsters, which belched forth flame and smoke, and destroyed the beauties of quiet countryside. And the satirical critics of these initial railways were not confined to the ignorant, untravelled and wholly unimaginative classes, but adverse criticism was recruited from the ranks of those who should have known better. That was in England less than a century ago, much less, indeed, and yet we pretend to stand in amazement at the pathetic foolishness of the Chinese who are only now coming into step with modern thought and modern science. We expect them to leap at a single bound the barriers over which we crawled so gingerly, almost in sheer terror at our own temerity, and often actually in defiance of our own inward consciences. We stand and preach to China the gospel of advancement by means of railways, and condemn them because they refuse to accept our *dicta* without further hesitation. That is the European all over. He forgoes that once he grovelled on the ground himself and only came into part of his rights last century. He forgoes that he scouted the very idea of aeroplanes remaining for hours in the air at a time and now has to acknowledge that they have come to stay. Why he should fancy that the Chinaman should be so much superior to him as to realise the value of mechanical works at a glance it is impossible to say, but he does and therein lies a very delicate compliment to China which is unconsciously paid by the European. Now, let us turn to Mr. Pope and see what in his opinion is the difference between a railway which is a public nuisance and one which is a public convenience. If anybody should know it should be he, who, as he himself said, had grown old in the Indian railway system whose ramifications, comprehending 30,000 miles of rails. He said that a railway that makes travel too difficult, too dear, too slow, and does not exploit all its opportunities of facilitating the spread of education, health, amusement, trade and travel is a public nuisance that cumber the ground. Do all these things thoroughly, follow all the so-called indirect avenues of public duty and national development and this shall be added to you, that so surely as the night follows day, the direct result of a satisfactory return on the capital expended must follow. For in just such measure as a railway uselessly lays itself out for the indirect development of the country that it goes through, in such measure will be the increase in the number of the population that has of necessity to travel, and of the trade that wants to move. Probably a better or more complete and practical answer to an extremely technical question could not be given; certainly the language could not be plainer or more simple. Can the Chinese officials who realise and appreciate the importance of railways, drive the idea of a railway being a public nuisance into the heads of those who oppose the introduction of railways on

general principles? The other day in Siam a young and foolish elephant was parading up and down the railway track, no doubt wondering who had built this handy and convenient promenade for his private benefit. Along came a railway train and the elephant immediately showed fight. Who were these intruders on his domain who dared to make use of his own particular plaza? Let them take the consequences and he charged. It is true that he knocked the engine off the line but he killed himself in the attempt, and a dead elephant has no voice to crow about his victory. The opponents of the railway schemes in the North those who refuse to accept foreign loans and yet make no offer themselves, they are in the position of that unhappy elephant in Siam. And if after all manner of means of persuasion and argument and pleading has been exhausted they still rest up on their hind-legs and bellow "Nay," then there is only one thing for it—they must be shoved violently out of the way. But it is well to remember that the opposition may not be altogether founded in ignorance and prejudice, but on the simple, old-fashioned ground of want of imagination. There is another problem in connection with the different provincial lines which will form one complete trunk route, and that is the question as to who is to say how the line as a whole shall be run, but that is a theme which can wait.

LOCAL AND GENERAL.

THE French mail of the 7th December was delivered in London on the 5th inst.

AN Indian watchman in the employ of the Hongkong and Whampoa Dock Company was this morning fined \$3 for sleeping on duty.

THE Admiralty have appointed Lieut. E. W. E. Fellowes to the *Minotaur*, to date Dec. 8, and on recommissioning, to date January 4.

THE King of Italy received the new Chinese Minister in formal audience on 9th ult. His Excellency handed his credentials to his Majesty.

HIS Excellency the Governor has kindly consented to distribute the prizes at the Bellios Public School on Thursday, the 13th inst., at 11 o'clock noon.

BARON Liang Nai, brother-in-law of the Regent of China, left London on 4th ult. for Paris. The Chinese Minister and the *général* of the Legation were at the station.

NINETEEN gamblers appeared in the Police Court this morning for the privilege of indulging in a mild flutter. The two keepers were each fined \$50 and the rest \$3 apiece.

WE learn that the Eastern and Australian Steamship company have given an order for a new vessel for this line. Messrs. Workman, Clarke and Co., of Belfast, will be the builders.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

R. L. Richetti \$ 20

AMONG candidates recently elected to be members of the Royal Society of Arts are Mr. J. D. Foster, Assoc. M. Inst. C.E., Municipal Engineer's Office, Peking, S.S.; Mr. Katsutaru Fujikura, of Shiba, Tokyo, Japan; H.E. Governor Sun Pao Ki, Chianfong, Shanghai, China; Mr. A. S. Tuxford, of Hongkong; and Mr. J. N. Wardrop, of Sandakan, British North Borneo.

THREE months' hard labour was awarded a Chinaman at the Magistracy this morning for stealing a box containing some clothing and \$91 in money. The thief passed the night in a certain house and disappeared early in the morning with the box in his possession. He was arrested on one of the local wharves while in the act of leaving the Colony, with the result stated above.

LIEUT. Albert E. Ouse has been appointed King's Harbourmaster and Naval Executive Officer at Wei-hai-wei, and will be borne on the books of the *Tamara*, Hongkong, whilst so employed. Lieutenant House came into the naval service in Sept., 1896, as a supplementary lieutenant. He has had a considerable experience of special naval work since he joined, and won the Shadwell Prize seven years ago. He was latterly employed as navigating officer of the *Amphitrite*, Home Fleet.

ADVICES from home state that, still another, immense steamer the *Protailus*—with an immense name to boot, and hard to pronounce—has been launched to the order of Alfred Holt. She took the water at Newcastle-on-Tyne and her future career is intended to be passed in the trade between the United Kingdom, the Far East and Puget Sound ports. The *Protailus* is the largest steamer of the present fleet, being 515 feet long, 32 feet in depth, with a beam of 60 feet. Her cargo capacity is 17,400 tons and on her trial trip she accomplished 144 knots per hour. Compared with other large "blue-funnellers" she can carry about 3,000 tons more.

THE ILL-FATED "KING GEORGE."

SHIPWRECKED CREW IN SINGAPORE.

The steamer *Van Riebeck*, brought to Singapore yesterday, reports the *Singapore Free Press* of 19th ult., the shipwrecked crew of the *King George*, Oil Company's vessel. *King George*, which was wrecked in the Straits of Sunda on a voyage from Hongkong to New York on the 24th November. The company complains the second mate, three apprentices and thirteen

ARRIVAL OF MAJOR-GENERAL FRENCH.

LANDING AT BLAKE PIER.

Early this morning the Peninsular and Oriental Steam Navigation Co.'s mail steamer *Devana* arrived in port from Singapore with His Excellency Major-General Sir J. D. French, Inspector-General of the Forces, on board. Maj. Gen. French is accompanied by Brigadier-General Henderson and The Hon. M. V. B. Brett, M.V.O., A.D.C. Upon the arrival of the *Devana*, His Excellency General R. G. Broadwood, C.B., commanding the Forces in South China, in company with his aide-de-camp, Captain Heathcote, boarded the English mail and about eleven o'clock in the forenoon the Inspector-General and his suite landed.

A Guard of Honour of the 2nd Battalion of "The Buffs" was drawn up in front of the Duke of Connaught's statue at Blake Pier. The Guard was commanded by Major Fidler, while the colour was in charge of another officer. Sir John French was received with the general salute and the regional Band, under Bandmaster Hewitt, struck a few bars of the National Anthem. His Excellency was introduced to the military officers, who had met at Blake Pier to welcome him to the Colony, by General Broadwood and after shaking hands with each one he proceeded to inspect the Guard, at the conclusion of which he complimented the commanding officer on their smart appearance.

Sir John French then got into a chair from Government House that had been in waiting for him and proceeded on an official visit to His Excellency Sir Frederick Lugard, being escorted by Capt. P. H. M. Taylor, A.D.C., to the Governor.

DINNER AT GOVERNMENT HOUSE. His Excellency is giving an official dinner at Government House on Saturday, the 8th inst., to which the following have been invited:—General Sir John French, Brigadier-General Henderson, Mr. Brett, Admiral von Ingenhoff, Captain Maass, Captain Grashoff, Captain Heuser, Mr. von Zastrow, General Broadwood, Captain Heathcote, Captain and Mrs. Stewart, Captain and Mrs. Murray, the Bishop of Victoria and Mrs. Lander, Mr. and Mrs. Gregson, Sir Henry and Lady May, Mr. and Mrs. Hewitt, Mr. and Mrs. J. R. M. Smith, Mr. and Mrs. Montague Ede, Mrs. and Miss Stirling, Admiral Sir Redwirth Lambton, Captain Clinton Baker, Commodore, Mrs. and Miss Lyon, Dr. and Mrs. Baiss, C. Mansfield Fuller, Captain Lima, Captain Fitzherbert, Dr. and Mrs. Veretrich, Mr. Bandow, Captain Hauss, Comm. Volpicelli, and Captain Farquhar.

One of the last acts performed by General Sir John French before he left home for the Far East was to unveil, on Nov. 20th, the memorial tablet placed in Llandaff Cathedral to the memory of the officers and men of the Welsh Regiment who fell in the South African War. The tablet contains the names of four officers, twenty non-commissioned officers and over a hundred privates. After the religious ceremony Sir John French handed over the tablet to the Dean of Llandaff.

HIS CAREER.

General French commenced his career in the navy. The son of a naval officer, he joined H.M.S. *Britannia* in 1866 and served as a naval cadet as midshipman for four years. He entered the Army in 1874, joining the 8th Hussars and was transferred to the 19th Hussars, in which regiment he served in the Sudan campaign from 1884 to 1885, taking part in the action of Abu Klea, Gubul, Metemneh. He commanded the 19th Hussars from 1889 to 1893 and from 1893 to 1894 was employed as Assistant Adjutant General of Cavalry on the staff. In 1895 he was appointed A. A. G. at Headquarters of the Army, appointed Brigadier to command the 2nd Cavalry Brigade. In 1899 he was transferred as temporary Major-General to the first Cavalry Brigade at Aldershot, and in the same year was appointed Major-General of the Cavalry Division in Natal. He then commanded the troops at the battle of Elandsfontein and the cavalry in Sir G. White's Forces in the battles of Reitfontein and Lombard's Kop. From 1900 to 1902 he was Lieut.-General, and at the head of the Cavalry Division in South Africa during which time he was mentioned in dispatches and promoted Major-General. He was in charge of the operations round Coleberg from 10th November, 1897, to 31st January, 1900, including several important engagements, and commanded the cavalry force in the operations, culminating in the relief of Kimberley in February, 1900. The day after he reached Ladysmith he successfully engaged the Boers at Elandsfontein. During 1901 he rendered splendid service in the operations against Boers, and later on was given charge of the forces in Cape Colony. He was in command of the Cavalry Division in Lord Roberts' forces throughout the operations, ending in the capture of Bloemfontein and Pretoria. On the 26th and 27th June, 1900, he commanded the left wing of Lord Roberts' forces in the battles east of Pretoria and was mentioned in dispatches eight times. He then was in charge of the forces in the operations ending in the capture of Barberton, and also the forces in the Eastern Transvaal during the operations in the spring of 1901. He also conducted the operations against the rebels up to the end of the war. He was commanding 1st Army Corps from 1901-7 and was created K. C. B. in 1900, K. C. M. G. in 1902, and G. C. V. O. in 1903. He has been General-Commanding-in-Chief of the East, and Lt.-Col. 19th Hussars since 1902. He was made General in 1907. In August of the same year, he succeeded the Duke of Connaught as Inspector-General of the Forces. He received the cross of the Red Eagle of Prussia in 1902, the insignia of the Grand Officer of the Legion of Honour in 1903 and the cross of the Iron Crown of Austria in 1904.

General Sir John French, Inspector-General of the Forces, Brigadier-General Henderson, and the Hon. M. V. B. Brett have been booked their passage for England by the *Imperial* and *O. S. Aberdeen* which leaves Colombo on February 24.

WRIT FOR HABEAS CORPUS.

APPLICATION BEFORE THE FULL COURT.

Before a Full Court consisting of the Acting Chief Justice and the Puisne Judge in the Supreme Court this afternoon, Mr. M. W. Slade, instructed by Mr. Otto Kong Siang, made an application on behalf of Sun Ah Wan, alias Fu Ming, a prisoner at Victoria Gaol, for a rule nisi, under the Chinese Extradition Ordinance, directed to the Superintendent of Victoria Gaol, to show cause why prisoner should not be brought before the Court to be discharged. The Hon. Mr. F. A. Hazeland, Attorney-General, assisted by Mr. C. G. Alabaster, instructed by Mr. F. B. L. Bowley, from the Crown Solicitor's office, appeared for the Crown. Sir Henry Berkeley, K.C., instructed by Mr. H. L. Denny, Crown Solicitor, was also present in the Court-room.

Mr. Slade said that he appeared for the prisoner, on whom a rule nisi for habeas corpus had been obtained. Counsel referred to the presence in the Court-room of Sir Henry Berkeley, who, he said, appeared for an unknown party who had no right of audience in that Court. (Laughter.)

Sir Henry at this point asked for leave to appear for a foreign Government, which in that particular instance was the Chinese Government, for the purpose of asking that the rule nisi be not made absolute. In making the application, he was acting in accordance with the practice established in England and in accordance with the custom and practice of that Court. In the absence of a diplomatic representative of China in Hongkong, he asked to be heard as the representative of China.

His Lordship—Who is the representative?

Sir Henry—I am (Laughter).

Proceeding, Sir Henry said that there was no reason why the courtesy of that Court should not be extended to the Chinese Government. The Chinese Government could not enforce their claim to appear in that Court but he asked their Lordships to follow the precedent adopted in England.

Mr. Slade cited authorities, from which he said it was clear that a foreign Government had no *locus standi* to take part in extradition proceedings.

Their Lordships ruled that there was a precedent for the Chinese Government to appear in that Court and they were disposed to hear Sir Henry.

The case was adjourned to Saturday morning at 10 o'clock.

CANTON DAY BY DAY.

THE SALT MONOPOLY.

[From Our Own Correspondent.]

Canton, 5th January. The revenue at present derived annually from the different gambling monopolies in Kwangtung is about 6,000,000 taels; the annual collection of revenue on salt in Kwangtung under the control of the officials is about 3,300,000 taels, while the salt monopoly is now let to the merchants for the increased rental of 12,000,000 taels a year, that is, the collection of revenue on salt shows an increase of about 8,000,000 taels a year. From this surplus amount of revenue after deducting what is necessary for making good the loss of revenue to the Kwangtung provincial government by the proposed abolition of all the gambling monopolies, there is still a sum of about one to two million taels left. The Canton Viceroy has submitted a memorial to the Imperial Government in detail to this effect and he has now obtained the sanction of the Imperial Government in the matter of granting the concession of the Salt Monopoly to the merchants. A sum of two million taels was deposited by the Salt Monopolists at the Imperial Government Tai Ching Bank on the 4th instant in part payment of rental for the Salt Monopoly.

EXTRACTION.

By order of the Viceroy seven prisoners were yesterday taken out of the Namboli prison to the execution ground and beheaded. Six of these criminals were found guilty of armed robbery, while the other, named Tam Fook, who was arrested in Hunan, at the beginning of this year, was alleged to be a leading member of a revolutionary society. Tam did not show any sign of regret or sorrow when he was taken to the execution ground to undergo the capital punishment.

OFFICIAL AMENITIES.

This morning, at 10 o'clock, H.E. Viceroy Yuan proceeded to Shamen to return the call of the German Admiral at the German Consulate.

ANTI-OPIMUM CAMPAIGN.

The Canton Government Anti-Opium Bureau has circulated all the district Magistrates to the effect that if opium divans to the number of fifty should still be found open to business in any district, the Magistrate concerned will be dismissed from office.

WATERWORKS IN CHINA.

The following information is from the report by H.M. Commercial Attaché at Peking (Mr. W. P. Ker) on the foreign trade of China in 1908, which will shortly be issued:—

The Canton waterworks, built at a cost of \$1,500,000, with British machinery set up by a British engineer, were opened in August, 1908, and are run under purely Chinese management. Waterworks supplying the native town at Hukow were approaching completion, under a British engineer, in the spring of 1909. A waterworks company was formed in Swatow in 1908 and the shares eagerly taken up, but at the time of writing the report, operations had not started. At various other places, such as Chienkiang, Chienkiang, and Chienkiang, waterworks projects have been mooted, but have failed for want of funds. The next few years are likely to see waterworks started in many of the largest cities.

THE BASLE MISSION LITEL SUIT.

POINT OF LAW BEFORE THE FULL COURT.

Before the Hon. Mr. W. Rees Davies, K.C., Acting Chief Justice, and Mr. Justice Gompertz, Puisne Judge, sitting as a Full Court, the point of law raised by Sir Henry Berkeley, K.C., as to whether the plaintiff had the right of action in the case in which the President in Hongkong of the Basle Missionary Society brought an action against the editor and publisher of the Hongkong "Sheung Po" Company, Limited, in which they sought to recover damages for an alleged libel contained in an article published in defendant's newspaper on the 24th December, 1908, was considered. It will be remembered that the case was heard before the Chief Justice and a Special Jury some time ago, when the article in question, the subject matter of the action, was found to be libellous by the jury, who awarded the plaintiff general damages in the sum of \$2,000. Mr. M. W. Slade, instructed by Mr. F. B. Denny, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff and Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Siang, represented the defendant.

Mr. Slade, in opening, said that that was an action brought by the plaintiff, who were a corporation incorporated by an Ordinance of the Colony, for a libel, which was alleged to be a libel upon them. The statement of claim stated that the plaintiffs were a corporation which carried on at all times material to the present action the business of a medical practitioner at Ho Yuen, in the Empire of China. The plaintiffs gave evidence that at Ho Yuen, they had a hospital under the charge of a qualified medical man in their employment. At that hospital, charges were made for attendances to those who could afford to pay them. In the case of extreme poverty, medical attendance was given gratuitously. Defendant did not give any evidence at all on any issue in the case, including the above issue, and it was an uncontested fact that the plaintiffs carried on the business of a hospital and of a medical practitioner at Ho Yuen. He said that they expressly carried on the business of a hospital, because although, as it was proved, plaintiff was a missionary society and did not pretend to carry on business for pecuniary profit, yet the carrying on of the business of the hospital as it was carried on was a business, according to the authorities. The question of the carrying on of a small philanthropic institution where small payments were made was considered in a number of cases Counsel quoted a case identical to the present action and said that it clearly and undoubtedly proved that plaintiff's corporation was a business not for the purpose of making profit. Counsel then proceeded to lay down the law of libel.

After the fifth adjournment, Mr. Slade continued his address. In reply to Sir Henry's suggestion that the jury's verdict did not affect the matter before the Court, he submitted that the question their Lordships would have to decide was whether there was any evidence which had gone to the jury which showed that those untrue words injured the plaintiff's corporation in his trading or business character. That was the plaintiff's case from the beginning and if there was any question about it, it ought to have been left to the jury and in point of fact it was left to the jury and the jury found for the plaintiff, whatever else there may have been in the article. Counsel submitted that the article in question injured the plaintiffs in their business capacity and that a corporation in their corporate capacity had the right of action if an article injured it in its business character.

Sir Henry having replied, His Lordship reserved his decision.

THE NIPPON YUSEN KAISHA.

EUROPEAN SERVICE.

Commencing Jan. 1, 1910, the European service of the Nippon Yusen Kaisha will be completely remodelled. The majority of the older steamers will be withdrawn, and the six powerful new twin screw vessels, each of 8,500 tons gross register substituted; these fine modern vessels have already performed a voyage or two during this year as extra vessels, and have become exceedingly popular with passengers and shippers. They have superior and increased accommodation with a number of single berth first-class cabins and with drawing room, social hall, and smoking room on promenade deck. A new departure will be the call at Marseilles every 14 days for passengers and goods to the Far East instead of monthly as at present; the speed will be increased and the voyage from London to Kobe reduced to 45 days instead of 47 days as formerly, notwithstanding the call at Marseilles. The first sailing under the new schedule will be the *Myanah*, leaving Middlesbrough Dec. 25, Antwerp Jan. 2, London Jan. 8, Marseilles Jan. 15. Some of the older vessels, withdrawn from the regular service, will be utilised as extra steamers according to requirements, loading specially for ports outside the regular service. The first extra sailing will be the *Hakata Maru* from Middlesbrough Jan. 1, Antwerp Jan. 6, London Jan. 15.

MARATHON RACE.

BROKE CROSS COUNTRY CHALLENGE CUP.

The Hongkong Amateur Athletic Association is holding a Marathon Race this year for the Broke Challenge Cup instead of holding monthly cross country races. The race will take place on Saturday, and last, and the course will be from Aberdeen up to Causeway Road, past Government House, down Peak Road, and finish up at the Cricket Ground, together about 27 miles. The holder of the Cup last year was Mr. A. R. Ellis, and in 1908 Mr. F. A. Slade.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON SALT MONOPOLY.

PROTEST FROM AMERICA AND AUSTRALIA.

(By courtesy of the "Sheung Po.")

Peking, 5th January.

Telegrams have been received from the Chinese residing in America and Australia protesting against the granting of the Salt Monopoly in the Kwangtung Province.

CANTON-HANKOW RAILWAY.

INVESTIGATION ORDERED.

(By courtesy of the "Sheung Po.")

Peking, 5th January.

The Prince Regent has again given peremptory instructions for holding a thorough investigation into the affairs of the Canton-Hankow Railway.

HUPEH RAILWAY

QUESTION OF FOREIGN LOANS.

(By courtesy of the "Sheung Po.")

Peking, 5th January.

The representatives of the Hupoh Railway, having memorialized the Ministry of Posts and Communications against the raising of foreign loans, have resolved to fight for their rights with their lives (if necessary), or secure the co-operation of all the other Provinces in their protest, in the event of the Ministry refusing to grant the prayers of the memorial.

SALT BUREAU.

A NEW PROPOSAL.

(By courtesy of the "Sheung Po.")

Peking, 5th January.

It is proposed by the Ministry of Finance to establish a bureau for the control of affairs connected with salt, with An On-lan as director-general.

NATIONAL DEBT.

THE REDEMPTION SCHEME.

(By courtesy of the "Sheung Po.")

Peking, 5th January.

With reference to the proposed scheme for the redemption of the national debt, it is proposed that officials should contribute in proportion to their salaries, while the people should be left to contribute as they please.

LEDBURY RUBBER CO.

An adjourned meeting of the Ledbury Rubber Company, Ltd., was held at Winchester House, Singapore, on 28th ult., for the final winding up of the Company and for the presentation of the liquidator's accounts.

Mr. Lowther Kemp presided as liquidator and accounts were passed.

In Colombo recently final liquidation meetings were held in respect to three companies, the Seremban Estate Rubber Company Ltd., the Asiatic Rubber and Produce Company Ltd., the Malay States Coffee Company Ltd. In the first the total return of capital is Rs. 454.15 per share, in the second the property and assets have been transferred to the London Asiatic and shares in that company as consideration have been distributed. In the third shares in Damacara as consideration for the transfer of Labuan-Padang estate have been received and distributed, and cash to the amount of Rs. 16.80 per share has been distributed.

HONGKONG CRICKET CLUB.

The Hongkong Cricket Club are playing the Navy on Saturday next at 2.30 p.m. instead of on the 15th inst.

The following will represent the Club:—W. C. D. Turner, T. E. Pearce, A. C. E. Elborough, R. E. H. Oliver, R. E. O. Bird, A. A. Claxton, N. D. Sharpley, H. Hancock, H. R. Makin, W. Kirby and A. R. Sutherland.

On Saturday, 15th inst., the H.K.C.C. "A" team will play the Hongkong and Shanghai Bank on the former ground.

SALON CINEMA-THATRE.

Last night there was a bumper house at the Solo. Cinematograph. The management produced the magnificent film "Shakespeare's Macbeth," which, being 2,000 feet long, took about an hour to be reproduced on the screen. This is the first time this picture is being shown in Hongkong and those who missed it last night should take the opportunity to-night or to-morrow night of witnessing this most interesting picture. The comic film were also excellent and caused a good deal of laughter. Misses Doris McAuley and Ruby Chrysler continue to be the draw, the former as a dancer and the latter as an accomplished singer. Those who look for a good evening's entertainment should pay a visit to the Salon Cinema-Thatre.

OPIUM-SMOKING IN BENGAL.

DIFFICULTIES OF REPRESSION.

The actual consumption of opium in Bengal shows a tendency to increase, in spite of the measures taken to check it. The habit of opium-smoking is said to be prevalent throughout Orissa, Midnapur, and also in those large towns of the province where the population is composed of low-class Mahomedans. Patna, Bhagalpur and Murshidabad have all an evil reputation in this matter, and it is said to read that "descendants and adherents of its formerly illustrious families" are mostly addicted to excessive smoking. Mr. Lyall, Collector of Bhagalpur, shows how difficult it is to deal with persons who have become slaves to the habit. He writes:—"The abolition of the system of licensing madaka and chandu shops in this district does not appear to have resulted in a diminution of the pernicious habit of opium-smoking as was fondly hoped for by the reformers. Apart from the consumption by individuals in their homes, no less than nine smoking dens are known to exist in the town of Bhagalpur alone, and, although four of them have been successfully raided during the past eight months or so, and some of the culprits are undergoing rigorous imprisonment, there has been no perceptible decrease either in the number of smokers or in the smoking habit." This is a depressing statement to make public, and yet it does not contain all that has to be said on the subject, for there are known to be smoking dens in the sub-divisional towns also which cannot be successfully raided owing to the want of a sufficient number of trained detective officers. A special report has been presented to the Local Government, and suggestions have been made to penalise gatherings of opium-smokers and to limit the manufacture of madaka and chandu, but no orders have yet been passed in the matter. Efforts are being made in some districts to check consumption by closing shops and forbidding the sale of the drug by hawkers; but this causes more smuggling. The strengthening of the preventive force seems to offer the only solution of the question, until a healthy public opinion is formed which will pronounce against the abuse of opium in any shape. —Pioneer.

£10,000 DAMAGES.

A SAFETY RAZOR DEAL.

Ten thousand pounds damages were awarded in the London Sheriff's Court this afternoon, 10th ult., to Mr. George Augustus Mower, of Nottingham, who had brought an action in the High Court against Messrs. R. J. Christy and Co., of Ohio, U.S.A.

The claim was for breach of agreement arising out of the repudiation of a contract for the sole right of a safety razor in England, Germany, Canada, and Japan.

The Hon. Mr. Macnaghten, for the plaintiffs, remarked that Mr. R. J. Christy, who was a gentleman of an ingenious turn of mind, had invested, in addition to the razor, the Christy bread knife, which was used throughout the habitable world. In 1907 Mr. Cross, the secretary of the company, came to London and entered into an agreement with Mr. Mower to sell him the sole rights of the razor for Germany, Canada, Japan and England.

It was explained that the razor, with all the accessories, could be manufactured for 7½d. The agreement provided that the defendant company should provide machinery for the plaintiff at his Nottingham factory capable of producing 1,000 razors per working day; supply him with a competent foreman to instruct English workmen, and until the machinery was in working order, to supply Mr. Mower with any number of razors up to 500 per day. The agreed purchase price was £10,000.

After supplying the plaintiff with a few razors—about 2,500 in four months—the defendants declined to send the machinery over, and repudiated the contract.

PROFIT £150 A WEEK. Counsel explained that this razor, put on the market at 5s. retail, would out every other safety razor in the market. The actual cost of production and advertising was 2s. 0½d., and the wholesale price was 3s. 4d., there being a profit of 1s. 3½d. on each outfit, and at 500 a day, the net profit per week would amount to £150.

Mr. Mower, in view of the agreement, started a company called the Christy Safety Razor Company, to whom to sell the whole concern. In reply to a jurymen, Mr. Mower said the Christy Company were slightly under-selling the razor, which he now had on the market.

Have you paid them any actual money?—I gave cheques for a few hundred on my Boston bank, but when they repudiated it I stopped the cheques. That was for the razors—4,700—they had sent to me.

The Christy Company, he added, had not manufactured in this country, and they rendered themselves liable under the New Patent Act. He estimated his loss of profit, on an average of 100 razors a day, at £7,500 for the year of forty-eight working weeks.

The jury assessed the damages at £10,000, as stated, and judgment was given for that amount with costs.

THE RUBBER BOOM.

THE YEAR'S RETROSPECT.

Reviewing the trade for the past year, the *Strait Times*, in its issue of the 31st ult., writes:—"But the real interest of the year lies outside the limits of what can be described in strict terms as commerce. In time to come 1909 will be remembered as the Rubber Boom period, and it will fully deserve that designation. A glut of rubber, just at the time when a wave of depression had begun to form, caused prices to touch a lower level (½/10 per lb in February 1908) than they had done for many years. In consequence of this, there was a good deal of neglect of rubber shares, except among a few far-sighted people who saw that, even at the low prices for rubber, these shares would be a sound investment, and they have been rewarded for their prescience. Prices had begun to recover before the end of 1908 and their upward progress was steady until about April when the advance was by leaps and bounds until such rates as 9½, and, in a few cases, even 10½ per lb. were quoted for fine specimens. The fact was that when rubber fell to 2½/10 the margin of profit on Brazilian supplies was practically nil. For the collection of that supply expeditions have to be financed a good six months in advance, and in 1908, when there appeared to be no positive prospect of profits, the usual advances were not forthcoming, and the effect of this became manifest the moment American users had exhausted their old stocks and come into the market again. At the Rubber Exhibition held in London during the autumn of 1908 the equality of best plantation with best Para was clearly established, and when the demand arose, and no adequate supply from Brazil was available to meet it, every ounce of Malayan rubber that could be harvested found a ready sale at famine prices.

Beyond question the boom in the share market owes a great deal to these peculiar circumstances. We have no doubt that, with rubber at a steady 5½ per lb. there would have been an easy flow of new capital into a business which promises well, but there would have been fewer sensational dividends and less gambling in the shares.

DOOM A MISFORTUNE.

Looking backward, and forward also, we come to the conclusion that the rise in prices due to the temporary failure of the Brazilian supply has been a misfortune to Malaya. No doubt a great many people have made handsome profits by judicious dealings in shares, and some amice boards of directors have added to their own and their friends' banking accounts at the expense of their reputations for strict equity. Chinese pioneers, and Europeans to whom they sold options, have done well also, and if the wealth of people in Malaya on December 31, 1909, add now could be accurately compared, we should expect to find an increase of a million to a million and a half as the result of the year's transactions.

Whether the result has been good for the country is quite another matter. What we fear is that most of the new companies are over capitalised, and that when the increased output of rubber brings down prices, many of these companies which have neglected to provide a sufficient margin of working capital will find themselves in difficulties, with no one very eager to give them a helping hand. It may be a matter of interest to put on record the rise in value of shares in a dozen fairly representative companies during the year. We give the prices in January, September and December.

HOW SHARES HAVE RISEN.

	Jan.	Sep.	Dec.
Balgownie (\$10).....	\$12.50	\$37.50	\$77.00
Batu Caves (\$1).....	£3.10.0	£5.10.0	£6.5.0
Cicely (\$1).....	6.10.0	9.12.6	12.16.0
Con. Malay (\$1).....	3.0.0	6.0.6	6.15.0
H. & Lowlands (\$1).....	2.1.6	3.8.6	3.8.6
Linggi (\$1).....	0.11.4	1.3.6	1.6.6
Malacca (\$1).....	0.17.0	7.5.0	9.0.0
Sandcroft (\$100).....	\$100.00	\$700.00	\$825.00
Selangor (\$1).....	£0.17.6	£1.14.0	£1.17.3
Sungei Kapar (\$1).....	2.7.6	3.6.0	3.10.0
Sungei Way (\$1).....	2.0.0	2.18.0	3.5.0
Vallambrosa (\$1).....	0.15.0	1.2.6	1.4.9

TIN SHARES AND CAPITAL.

While on the subject of shares, we may mention that industrials have been fairly steady during the year. Tin shares quoted in the ordinary published lists have varied a good deal. The increases total \$35, the decreases \$86. The conspicuous decrease is \$30 in Pahang Consolidated, and the conspicuous increase \$7.50 in Tekka. Apart from these, increase and decrease practically balance. Prices for tin, as we have seen above, have improved, but there have been one or two revelations in the tin mining world which have not conduced to the popularity of shares.

But we must draw this part of our survey to a conclusion. It has been remarked lately that there is very little capital available for the encouragement of new enterprises, at all events in Singapore. An explanation of that would be highly interesting. If it means that few rubber shares were held here twelve months ago and that spare capital has gone to buy them in the course of the year at the inflated prices, we do not know that there is much cause for congratulation. If, on the other hand, the profits made by selling the stock of old companies, as well as the original capital, has been put into new concerns, the cause for congratulation may be still harder to discover; and if it means that those who got in early have missed opportunities of "getting level," we can merely express a hope that they will not have occasion to regret the neglect of sound advice.

To-day's Advertisement.

FOR SHANGHAI.

THE P. & O. S. N. Co's Steamship
"DEVANHA,"
Captain H. Powell, will leave for SHANGHAI TO-MORROW, the 7th January, at 9 A.M.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 6th January, 1910. 14

THE RUBBER MARKET.

EXERCISE OF CAUTION OBVIOUSLY NECESSARY.

The *Economist*, writing on December 4, says:—"There has been a set back this week, both in the rubber market itself and in the market for rubber shares. The shipments of rubber coming to Europe for sale are increasing in size, and it is believed that buyers are delaying their purchases in the hope of lower prices later on. Anyhow, prices have fallen quite sharply; hard free Para is down to 7s. 10d., and the best plantation rubber has fetched less than 9s. According to Messrs. Gow, Wilson and Stanton's monthly circular, the number of packages of plantation rubber advertised for sale at the last auction of the month was 3,000; against 1,724 last year, while the number of packages sold was 1,805 (at an average price of 7s. 3½d.), against 1,445 (at an average price of 5s. 1½d.) a year ago. For the moment supply appears to have outrun demand, and imports are increasing. The following figures drawn from the Board of Trade returns show the imports into Great Britain for the first ten months of 1908 and 1909:—

	1908	1909	Increase.
Tons.	Tons.	Tons.	
23,617	27,377	4,760	

The imports into London during November are given in Messrs. Gow, Wilson's circular as 521 tons, and the stocks at the end of the month as 672, against 591, an increase of 81 tons. The American imports have also increased considerably, but the figures of American stocks are not available. As usual, the want of reliable news from Brazil adds to the difficulty of understanding the statistical position; it is said that rubber from the Amazon is being purposely held up, but authorities whom we have consulted say that they cannot find any truth in the statement. They consider the present decline to be merely a temporary lull, though naturally they do not expect rubber to stay permanently at current prices. The share market has followed rubber in its downward movement, and prices generally are lower, dealers declaring that they welcome the reaction as making for a much healthier position. The future of the market is uncertain, but it is possible that in the new year interest will be revived, as a good many dividends are to be declared in February, and they are expected to be extremely good. But with rubber shares at their present level, caution is obviously necessary.

Events Coming.

Thursday, 6th January.
Club Germania, Grand Orchestral Concert, by the Band of S.M.S. "Scharnhorst" 9.20 p.m.

Friday, 7th January.
Philharmonic Concert, at the City Hall.

Saturday, 8th January.
Football Matches at Happy Valley.
Hughes and Hough, auction sale of Furniture, 2.30 p.m.
Geo. P. Lammeri, auction sale of Furniture, at 7 Caine Road, 2.30 p.m.

Tuesday, 11th January.
Hongkong Benevolent Society Annual Meeting, at the City Hall, 5.15 p.m.

Thursday, 13th January.
Geo. P. Lammeri, auction sale of Cigarette Machines and Leather Beltings etc., at No. 83, Praya East, 11 a.m.
Bellion Public School prize distribution, by His Excellency the Governor, at noon.

Saturday 15th January.
China Light and Power Co., Ltd., Extraordinary general meeting at the offices of Messrs. Shewan Tomes & Co., 11 o'clock.

Monday, 17th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Tuesday, 18th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Wednesday, 19th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Thursday, 20th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Friday, 21st January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Saturday, 22nd January.
H.K.A.A. Marathon Race.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Tuesday, 25th January.
Theatre Royal, Scotch concert, 9 p.m.

Friday, 28th January.
Vivian's Hall, 9 p.m.

Saturday, 29th January.
Sanyappa School prize distribution, by His Excellency the Governor, 10 o'clock.
Boxing at City Hall, Billy Bower vs. Bill Lewis.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 6th January, 1910, at 11 A.M., at The Hongkong and Kowloon Wharf and Godown Co's Godowns, MARK PEERLESS—About 9,000 Bags FLOUR. (All more or less damaged). TERMS—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 6th January, 1910. 183

PUBLIC AUCTION.

THE Undersigned will let by PUBLIC AUCTION, on WEDNESDAY, the 12th January, 1910, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of BOOTHS and MATSHEDS on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure. TERMS—Cash. For Plan and Conditions of Sale, apply to—HUGHES & HOUGH, Government Auctioneers. Hongkong, 6th January, 1910. 183

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE (Movable Armament) will be carried out as under:— On the 7th, 10th, 11th, 12th, 13th and 14th January, 1910:— From Eagle's Nest in a Northerly direction, commencing at 9 A.M. On the 8th, 10th, 11th, 12th, 13th and 14th January, 1910:— From Boa Vista in a direction of from South-East to South-West, commencing at 10 A.M. If the weather is unfavourable on any of the above dates, practice will take place on the following day. All ships, junks and other vessels are to keep clear of the range. BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 5th January, 1910. 18

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, COLONBO AND SINGAPORE.

THE Company's Steamship

"NABA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Coke, Scrap Iron or other similar natured goods are to be taken immediate delivery on ship; otherwise they will be landed into the same Company's Godowns at owner's risk and expense. Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 13th January will be subject to rent. No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns. NIPPON YUSEN KAISHA. Hongkong, 6th January, 1910. 15

Intimations.

SOURD MILK.

Specially prepared from pure cultures of selected lactic ferments.

26 Cents per pint.

Orders must be sent in twenty-four hours in advance.

THE DAIRY FARM CO., LIMITED.

Hongkong, 16th December, 1909. 135

ASAHI BEER SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

ST. JOHN AMBULANCE ASSOCIATION.

LECTURES TO LADIES.

A SERIES OF LECTURES on "FIRST AID" will be given in the Victoria Hospital, Barker Road, the Peak, on TUESDAY 4th 5 P.M. commencing on TUESDAY, January 11th, 1910.

A SERIES OF LECTURES on "HOME NURSING" will be given in S. Paul's College on FRIDAYS, at 5 P.M. commencing on FRIDAY, January 7th, 1910.

Ladies are requested to note that the continuance of these lectures must depend on the number of those who attend. Names should be sent without delay to the Hon. Secretary (Rev. F. T. Johnson). The fee for each course will be \$2. Books (50 cents each) may be obtained from the Hon. Secretary.

Hongkong, 31st December, 1909. 174

BRITISH MUNICIPAL COUNCILS, TIENTSIN.

APPLICATIONS are invited for the position of ENGINEER to the British Municipal Council, Tientsin.

Applicants should state their age, whether married or single, and should give full details of their previous experience, especially of their experience in China. Candidates will constitute a disqualification. The salary will be Tientsin Taels 400 per month, with medical attendance. The selected candidate must pass a medical examination. Only copies of testimonials need be sent. Applications to be endorsed "Appointment of Engineer," and to be addressed to The Chairman, British Municipal Council, Tientsin, they should reach Tientsin not later than January 15th, 1910.

By Order of the Councils, W. MCLEISH, Secretary.

Tientsin, 8th December, 1909. 186

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY, LONDON.

Winfred in Tins of 50	...	...	...	\$0.50
" " Packets of 20	...	...	...	0.20
Chief Whip in Tins of 50	...	...	...	0.50
Splendo in Tins of 50	...	...	...	0.65
" " " 100	...	...	...	1.20
" " Packets of 20	...	...	...	0.25
No. 555 in Tins of 50	...	...	...	0.80
No. 999 " " " 50	...	...	...	1.20
Turkish Leaf No. 1 in Tins of 50	...	...	...	1.50
" " " 100	...	...	...	8.00
Quo Vadis in Tins of 100	...	...	...	8.00
Winfred Navy Out Tobacco in 1½ Tins	...	...	...	0.40

These delicious high-class Cigarettes are recognized as the standard of perfection in quality and made of hygienic manufacture.

H. PRICE & CO. LD.

WINE AND CIGARETTE MERCHANTS

Telephone 335. 74 Queen Road. Hongkong, 14th December, 1909. 19

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. ORRIDGE, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SAMARANG & S'WAYA.	"HONGKONG"	FRIDAY, 7th Jan., 3 P.M.
SHANGHAI via SWATOW	"CHOYANG"	FRIDAY, 7th Jan., 4 P.M.
MANILA	"LUONGSANG"	FRIDAY, 7th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 14th Jan., 4 P.M.
& MOI	"FOOKSANG"	FRIDAY, 21st Jan., Noon.
SINGAPORE, PENANG & CALUTTA.	"LAUSANG"	SATURDAY, 22nd Jan., Noon.
SINGAPORE, PENANG & CALUTTA.	"LAUSANG"	TUESDAY, 1st Feb., Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chasoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"SINGAN"	8th Jan., 10 A.M.
MANILA, THURSDAY ISLAND, COOK TOWN, CAIRN, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINHUA"	9th " " Daylight.
MANILA	"CHANGSHA"	10th " " 4 P.M.
MANILA	"TAMING"	11th " " 3 P.M.
ZAMBOANGA, CEBU & ILOILO	"KALONG"	12th " " 4 P.M.
SHANGHAI	"CHEKAI"	13th " " 4 P.M.
SHANGHAI	"ANHUI"	14th " " Daylight.
MANILA	"TEAN"	15th " " 3 P.M.

MANILA CARNIVAL—5th to 14th FEBRUARY.

S.S. "Tean" will sail hence for Manila on 1st February and S.S. "Taming" sails from Manila on 15th idem for Hongkong. Special reduced return fare of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANTU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SREW STEAMERS (Anhui, Chosen, Linan, Chinkai) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 56.

Hongkong, 6th January, 1910.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 8th Jan., at Noon.
LAIRO	2540	R. Rodger	"	SATURDAY, 15th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 4th January, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS. LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON ... £85

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 13th December, 1909.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to OREGON.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA via MOI, KOBE AND YOKOHAMA	"SEATTLE MARU"	6,182	FRIDAY, 21st Jan., 1910, at Noon.
	Capt. T. Sai o		

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates, best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOY.	"DAIJIN MARU"	SUNDAY, 9th Jan., at 10 A.M.
	Captain Y. Kaburaki	
SHANGHAI via SWATOW and AMOY	"CHOSHUN MARU"	THURSDAY, 13th Jan., at Daylight.
	Captain T. Suroga	
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 19th Jan., at 8 A.M.
	Captain T. Sugi	

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJON MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 6th January, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
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MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAMO MARU," Capt. F. Sommer, Tons 9000 "AKI MARU," Capt. K. Sato, Tons 7300	WEDNESDAY, 19th Jan., at Daylight. WEDNESDAY, 2nd Feb., at Daylight.
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VICTORIA, B.C. & SEATTLE ("Isaba Maru" leaving Hongkong 8th Jan. due Kobe 13th Jan., connects)	"AWA MARU," Capt. A. Kishi, Tons 6500	WEDNESDAY, 19th Jan., From YOKOHAMA.
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VICTORIA, B.C. & SEATTLE ("Nikko Maru" leaving Hongkong 19th Jan. due Kobe 21st, & Yokohama 27th Jan., connects)	"SANUKI MARU," Capt. K. Homma, Tons 6500	SATURDAY, 29th Jan., From KOFU.
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SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YATATA MARU," Capt. T. Sudo, Tons 6000 "NIKKO MARU," Capt. M. Yagi, Tons 6000	FRIDAY, 21st Jan., at Noon. THURSDAY, 17th Feb., at Noon.
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NAGASAKI, MOI, KOBE & YOKOHAMA	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9000	FRIDAY, 14th Jan., at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU," Capt. M. Yagi, Tons 6000	WEDNESDAY, 19th Jan., at Noon.
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KOBE and YOKOHAMA	"ISABA MARU," Capt. R. Takeda, Tons 6500	SATURDAY, 8th Jan., at Daylight.
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SHANGHAI, MOI AND KOBE	"BOMBAY MARU," Capt. Evans, Tons 5000	SUNDAY, 16th Jan., at Noon.
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BOMBAY, VIA SINGAPORE AND COLOMBO	"TOBA MARU," Capt. Y. Nomura, Tons 5000	TUESDAY, 11th Jan., at Noon.
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† Fitted with new System of wireless telegraphy. * Cargo only. * Carries deck passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. * Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki, Kobe, Yokohama, 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Queen's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMER. CAN and SOUTH AFRICA PORTS.)

THE Steamship

"DELHI," Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 8th January, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mowat," 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Arabia," due in London on 19th February, 1910.

Parcels will be received at this Office until 1 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 30th December, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Suicui"	6,232	S. Shotton	15th Jan.
"Oceana"	4,957	F. W. Davies	10th Feb.
"Kameri"	6,232	J. Maile	10th March
"Aymori"	4,363	J. Boyd	7th April

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 22nd December, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE," Captain R. Hayes, will be despatched as above about 25th January.

See Special Advertisement.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 11th December, 1909.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 27th December, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE Steamship

"....."

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 26th November, 1909.

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOI.

THE Steamship

"ARRATON APCAR," Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 7th January, 1910, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 24 days.)

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round-trip \$150.

For Freight or Passage, apply to

DAVID SASSON & Co., LIMITED,

Agents.

Hongkong, 6th January, 1910.

NAVIGAZIONE GENERALE ITALIANA.

(Raffaello and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Dini, will be despatched as above on FRIDAY, the 14th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 5th January, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE PERCENTAGE ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,007,819	Interim of £2 for account 1909 @ ex 1/9 = \$11.72	4 %	\$1,000 sales London £9,100
National Bank of China, Limited.....	99,935	7	6	\$4,000 \$5,000	\$30,552	\$2 (London 3/6) for 1903		\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000 \$102,790 \$185,000	none	\$10 for 1908	7 %	\$145 sellers
North China Insurance Company,	10,000	15	15	Tls. 22,000 Tls. 335,253 Tls. 140,185 \$1,200,000	Tls. 207,573	Final of 7/6 making 15/- for 1908		Tls. 112 1/2
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,500,000 \$1,121,480 \$105,349 \$682,000	\$2,464,001	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908.....	5 1/2 %	\$900 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$200,405 \$199,054	\$707,517	\$12 and bonus \$3 for 1907	7 %	\$230
FIRE.								
China Fire Insurance Company,	70,000	\$100	\$10	\$1,000,000 \$438,668 \$138,203	\$375,343	\$6 and bonus \$2 for 1907.....	7 %	\$118 sellers
Hongkong Fire Insurance Company, Limited...	8,000	\$250	\$50	\$1,431,173	\$368,712	\$27 for 1907	7 1/2 %	\$370 sellers
SHIPPING.								
China and Manila Steamship Company, Limited ..	30,000	\$25	\$15	\$7,000 \$10,000 \$10,000	\$1,015	\$1 for 1906		\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$10,000 \$17,500 \$19,267 \$22,645	Nil.	\$4 for year ending 30.6.1908		\$35
Hongkong, Canton & Amoy Steamboat Co., Ltd	80,000	\$15	\$15	\$10,000 \$240,000 \$780,000 \$1,000,000	\$21,170	Interim of \$12 for account 1909	7 1/2 %	\$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	15 15	15 15	\$1,000,000 \$240,000 \$780,000 \$1,000,000	\$23,755	{6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 33.154.....		\$63 buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	1	1	\$1,000,000 \$1,000,000 \$1,000,000	\$68,817	Final of 2/- for 1908 and interim of 1/- for 1909	4 %	66 1/2 buyers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$5 \$5	\$50,000 \$48,000	\$8,121	\$1.00 for year ending 10.4.1909.....	3 1/2 %	\$26 buyers \$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$56,848	Dr. \$5,758	\$5 for year ending 31.12.08.....	3 1/2 %	\$158 sales
Luxo Sugar Refining Company, Limited.....	7,000	\$1	\$100	none	Dr. \$136,801	\$3 for 1897		\$21 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.8.09		Tls. 355 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	1	1	\$175,000 \$121,285	£1 43 1/2	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 sellers
Raub Australian Gold Mining Company, Limited ..	150,000 50,000	1 1	18 1/2 1	\$4 7 1/2	Dr. £1,192	No. 12 of 1/- = 48 cents		95 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Penwick (G.S.) & Co., Limited	18,000	\$25	\$15	\$1,036	Dr. \$7,421	\$1.75 for year ending 31.12.06		\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd...	60,000	\$55 1/2	\$50	\$50,000 \$20,800 \$10,000 \$38,442	\$30,108	None		\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5 1/2	\$50	\$122,000 \$10,000	\$345,162	Interim of \$14 for account 1909		\$50 buyers
Shanghai Dock and Engineering Co., Ltd	55,700	Tls. 100	Tls. 100	Tls. 10,000 Tls. 6,257 Tls. 50,000 Tls. 125,000	Tls. 6,261	Final of Tls. 21 for year ending 30.4.09.....	6 1/2 %	Tls. 75 buyers
Shanghai and Hongkew Wharf Company, Limited...	36,000	Tls. 10	Tls. 100	Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 195 buyers
Central Stores, Limited	50,123	\$15	\$15	\$10,000	\$24,644	\$1.20 on old and 60 cents on first new issue.		\$15 sales
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$64,977	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$77 1/2 buyers \$45 new b. \$102 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$10	\$250,000 \$22,171	\$25,475	Interim of 3/- for account 1909	7 1/2 %	\$4 sales
Humphreys Estate & Finance Company, Limited ..	150,000	\$1	\$30	\$348,851	\$5,486	60 cents for 1908	5 %	\$30 sellers
Kowloon Land and Building Company, Limited....	6,000	\$50	\$50	none	\$278	\$4 for 1908		
Shanghai Land Investment Company, Limited	72,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 100,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd...	15,000	Tls. 50	Tls. 5	Tls. 300,000 Tls. 40,000	Tls. 12,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 141 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$3,000	\$9,558	50 cents for year ending 31.7.08		\$6 sellers
International Cotton Manufacturing Company, Ltd ..	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.05.....		Tls. 75
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd	8,000	Tls. 100	Tls. 1	none	Tls. 4,820	Tls. 4 for 1906		Tls. 101
Sey Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 50	Tls. 31,173	Tls. 15,912	Tls. 5 for 1906		Tls. 425
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,624	12 1/2	12 1/2	\$1,500	£1 48	15 % per share for 1908		\$10
China-Horace Company, Limited	60,000	\$12	\$12	\$40,000	Nil.	\$1.20 for 1908		\$12
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 26.2.06.....	10 %	\$6 buyers
Do. Do. special shares	30,000	\$1	\$1	none	\$7,007	80 cents for 1908	8 1/2 %	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	none	\$1,500	\$1.20 for year ending 31.7.09	8 1/2 %	\$16 1/2 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$203	\$1,891	Interim of 35 cents for account 1909	10 %	\$7 1/2 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$13,000 \$5,000	\$3,756 \$670	8 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	none	\$5195	\$1 and bonus 25 cts. for year ending 29.2.09	6 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$7616	Interim of \$2 for account 1909	10 %	\$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$10	\$20,000	\$8790	Interim of \$1 for account 1909	8 1/2 %	\$12 1/2 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,500,000 \$20,000	Tls. 316,682	Final of Tls. 1 1/2 and bonus of Tls. 7 1/2 for 1909	6 1/2 %	Tls. 900
Maishchappi (or) Mijor, Bosch & Co. Landbouw plaatse in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 6,124	Pa. 18,640	80 cents on fully paid share and 8 cents on 1/2 paid shares for year ending 30.4.09 ..	6 1/2 %	\$13 1/2
Peak Tramways Company, Limited	25,000	\$10	\$1	\$10,000	5,204	None	3 1/2 %	\$14.40
Philippine Company, Limited	75,000	\$0	\$20	none	none	None		\$9 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 137 1/2 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None		\$23 1/2 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$63	40 cents for year ending 31.5.09	7 %	\$10 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$178	60 cents for year ending 31.12.01	5 %	\$10 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson (A.S.) & Co., Limited	90,000	\$1	\$1	\$100,000 \$5,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7
William Powell, Limited	15,000	\$7	\$7	none	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$3 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909 ..		17 1/2 sales
Balgonia Rubber Estate, Limited	20,000	\$1	\$10	none	none	20 % interim for 1909		\$22 1/2 buyers
Castlefield Rubber Estate, Limited	32,500	1/-	1/-	\$7,400	\$11.05	1/6 for 1909		60 1/2 sales
Damanara (Siam) Rubber Co.	110,000	1/-	1/-	none	none	None		91 1/2 sales
Golconda Malay Rubber Co.	8,000	1/-	1/-	none	none	None		58 1/2 buyers
Highland & Lowland Para Rubber Co. (fully paid)	125,434	1/-	1/-	none	none	7 1/2 % interim for 1909		75 nominal
Do. do. (contributory)	125,434	1/-	1/-	none	none	None		4 1/2 sales
Kamuning (Perak) Rubber Co. & Co.	195,000	1/-	15/-	none	none	20 1/2 for year ending 31.6.08		137 1/2 sellers
do. do. A Shares	100,000	1/-	1/-	none	none	Interim of 40 % for account 1909 ..		100 1/2 buyers
do. do. B Shares	100,000	1/-	1/-	none	none	17 % for year ending 31.12.08		130 nominal
Kuala Lumpur Rubber Co., Limited	180,000	1/-	1/-	none	none	None		137 1/2 sellers
Linggi Plantations, Limited (ordinary)	900,000	1/-	1/-	none	none	Interim of 40 % for account 1909 ..		100 1/2 buyers
Do. do. (7 1/2 pref.)	10,000	1/-	1/-	none	none	15 % for year ending 31.12.08		130 nominal
Ragalla Rubber Company, Limited (ordinary)	25,500	1/-	1/-	none	none	None		57 1/2 sales
Do. do. (9 1/2 pref.)	25,500	1/-	1/-	none	none	None		57 1/2 buyers
Redbury Rubber Estates, Limited	2,500	\$10	\$10	none	none	Interim of 60 % for 1909		150 1/2 sellers
Do. do. (contributory)	6,000	1/-	1/-	none	none	None		150 1/2 buyers
Saga Rubber Company, Limited	40,000	1/-	1/-	none	none	None		150 1/2 buyers
Sandycroft Rubber Company	20,000	1/-	1/-	none	none	Interim of 60 % for 1909		150 1/2 sellers
Sekong Rubber Company, Limited	80,000	\$100	\$100	none	none	None		150 1/2 buyers
Shelford Rubber Estate Limited	65,000	1/-	12 1/2	none	none	None		150 1/2 buyers
Singapore & Johore Rubber Company, Limited ..	2,500	1/-	1/-	none	none	None		150 1/2 buyers
Sungel Chob. Rubber Estate Company, Limited...	45,000	\$100	\$100	none	none	None		150 1/2 buyers
Sungel Kapar Rubber Company	110,000	1/-	15/-	none	none	None		150 1/2 buyers

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Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882 CAPITAL £3,000,000



"LA FLOR DE LA ISABELA."

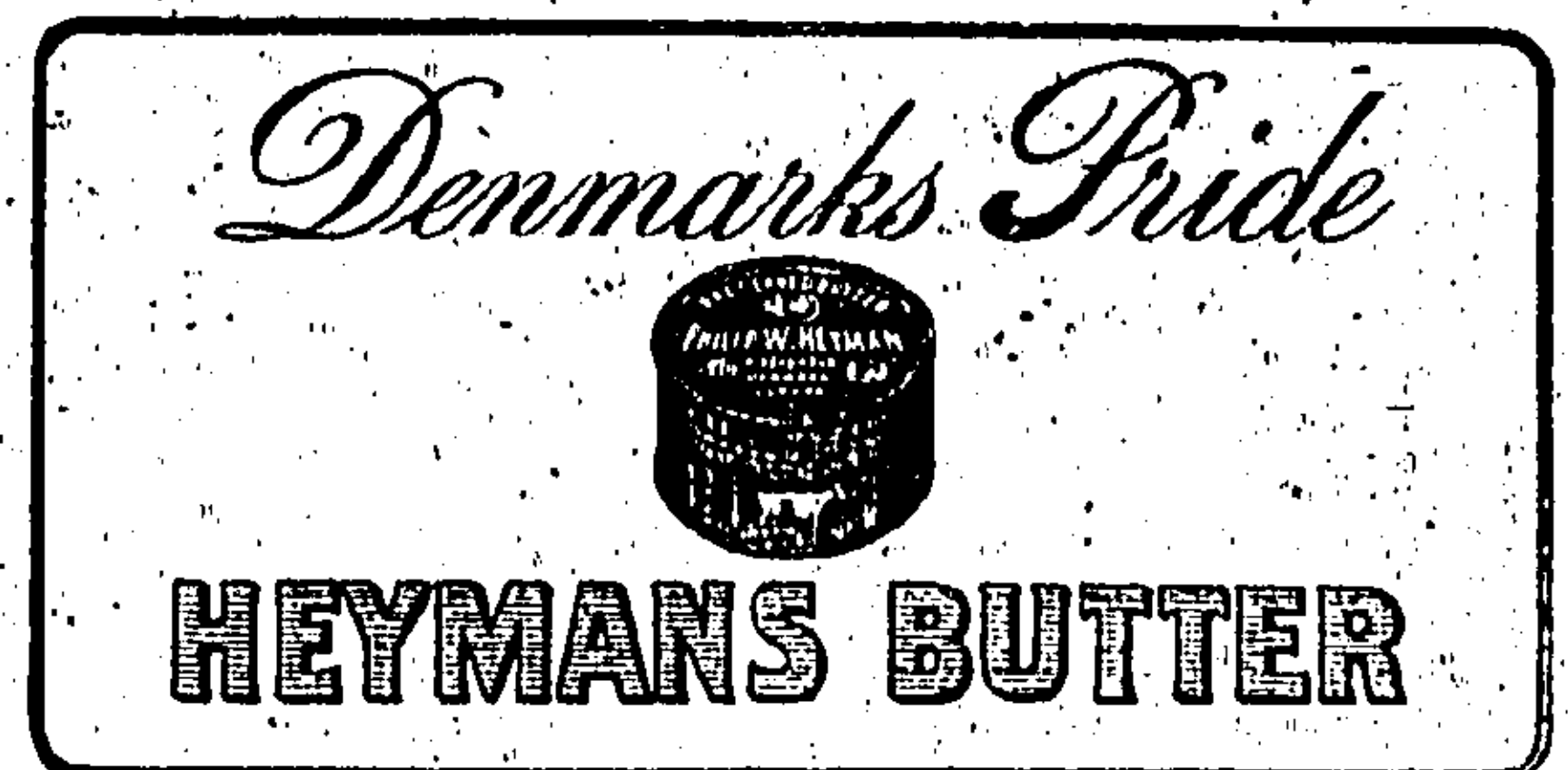
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A. Lopez, Regalia J. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS



SIEMSEN & CO., Sole Agents.

49

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

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SALON-CINEMA THEATRE.

THE ONLY FIRST-CLASS SHOW IN THE COLONY.

EXCELLENT FILMS, BEST ARTISTS.

ORCHESTRA IN ATTENDANCE. DAILY CHANGE OF PROGRAMME.

COMPLETE CHANGE TWICE A WEEK, MONDAY AND FRIDAY.

WYNDHAM (FLOWER) STREET, opposite G. P. O.

DAILY at 6.30 and 9.15 P.M.

Saturdays and Sundays, Matinees

at 4 p.m. (Half-price).

Hongkong, 5th January, 1910.

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OSMAN & CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPAKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Ordn. Port. Orders carefully

filled.

Hongkong, 6th September, 1909.

YEE SING,
No. 4, D'AGUILAR STREET,
MANUFACTURE WHOLESALE AND
RETAIL DEALERS
in all kinds of hand-made
DRAWN and EMBROIDERED CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.
all of the best quality.
Hongkong, 17th December, 1909.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

Studio at No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 29th June, 1909.

Dr. M. H. CHAN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

BY CHAS. H. CHAN, D.D.S.

From the University of Pennsylvania, U.S.A.

Hongkong, 24th April, 1909.

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